

## CALIFORNIA TRANSPORTATION COMMISSION

ADOPTION OF THE  
2018 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN GUIDELINES

## Resolution G-18-50

- 1.1 **WHEREAS**, on April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, and created the Solutions for Congested Corridors Program to fund projects that make specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects; and
- 1.2 **WHEREAS**, the Commission, in consultation with the California Air Resources Board, the California Department of Transportation, other state agencies, Regional Transportation Planning Agencies, Metropolitan Planning Organizations, and local governments, as well as individuals and organizations representing technology, environmental, and social equity perspectives, developed the 2018 Comprehensive Multimodal Corridor Plan Guidelines; and
- 1.3 **WHEREAS**, the Commission held four public workshops in locations throughout the state and worked collaboratively with all stakeholders to develop the 2018 Comprehensive Multimodal Corridor Plan Guidelines; and
- 1.4 **WHEREAS**, the Commission shared the draft 2018 Comprehensive Multimodal Corridor Plan Guidelines with the Joint Legislative Budget Committee and the Assembly and Senate Transportation Policy Committees on November 8, 2018; and
- 1.5 **WHEREAS**, the Commission held two public hearings, one in Northern California on October 17, 2018 and one in Southern California on December 5, 2018.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED**, that the Commission adopts the attached 2018 Comprehensive Multimodal Corridor Plan Guidelines; and
- 2.2 **BE IT FURTHER RESOLVED**, that the purpose of the guidelines is to provide guidance for program applicants regarding the statutory requirements for comprehensive corridor plans utilized by agencies to apply for funding through the Solutions for Congested Corridors Program; and
- 2.3 **BE IT FURTHER RESOLVED**, that Commission staff is authorized to make minor technical changes as needed to the guidelines; and
- 2.4 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post these guidelines to the Commission's website, and to incorporate these guidelines by reference into the next iteration of the Solutions for Congested Corridors Program Guidelines.

# **2018 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN GUIDELINES**

*Developed pursuant to California Streets and Highways Code Section 2396 for the  
Solutions for Congested Corridors Program*

Adopted December 5, 2018

Resolution G-18-50

**California Transportation Commission**



**CALIFORNIA TRANSPORTATION COMMISSION**  
**2018 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN**  
**GUIDELINES**

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## 1. Authority and Purpose

The Road Repair and Accountability Act of 2017, or Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017) created the Solutions for Congested Corridors Program (Congested Corridors Program) which continuously appropriates two hundred and fifty million dollars (\$250,000,000) annually. Funds are allocated by the California Transportation Commission (Commission) to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested and highly traveled corridors throughout the state.

The Commission adopted the 2018 Solutions for Congested Corridors Program Guidelines (program guidelines) on December 6, 2017. These program guidelines describe the policy, standards, criteria, and procedures for the development, adoption, and management of the program. The program guidelines are available online at: <http://www.catc.ca.gov/programs/sb1/sccp/>. The program guidelines were developed in consultation with the California Air Resources Board, the California Department of Transportation (Caltrans), and other state agencies, as well as Regional Transportation Planning Agencies, Metropolitan Planning Organizations, advocacy groups, and other transportation stakeholders.

California Streets and Highways Code Sections 2391-2397 specifically address the statutory requirements for the Congested Corridors Program. Statute requires that funding shall be available for projects that makes specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.

These Comprehensive Multimodal Corridor Plan Guidelines (plan guidelines) serve to promote a planning process that utilizes a holistic and multimodal approach and strives to achieve a balanced transportation system consistent with the intent of the program established by SB 1. The plan guidelines serve as a companion document to the Commission's adopted Solutions for Congested Corridors Program Guidelines. The Commission continually seeks to improve the programs under its purview by engaging stakeholders to refine and enhance program guidance and processes for subsequent program cycles. The Commission may amend these plan guidelines after first giving notice of the proposed amendments. The Commission will make a reasonable effort to amend the plan guidelines prior to the applicable Congested Corridor Program call for projects or may extend the deadline for project submission to comply with the amended plan guidelines.

## 2. Guidelines Objective

The primary objective of the Congested Corridors Program is to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits. These improvements may be on the state highway system, local streets and roads, public transit and rail facilities, cycling and pedestrian facilities (including multipurpose trails), required mitigation or restoration, or some combination thereof.

Pursuant to Street and Highways Code Section 2392, a regional transportation planning agency, or county transportation commission, or authority responsible for preparing a regional transportation improvement program under Government Code Section 14527, or Caltrans may nominate congested corridor projects for funding. Statute requires the preparation of a comprehensive corridor plan in order for agencies to be able to apply for Congested Corridor Program funding. The purpose of the 2018 Comprehensive Multimodal Corridor Plan Guidelines is to provide guidance to eligible program applicants regarding the statutory requirements for comprehensive corridor plans utilized by agencies to apply for funding through the Congested Corridors Program.

The plan guidelines are also intended to provide implementing agencies with planning practice examples of how the planning process could be undertaken and how plan content could be developed. The plan guidelines also identify the method by which the Commission will review Multimodal Comprehensive Corridor Plans as part of the Congested Corridors Program application process. These guidelines recognize that technical and financial resources vary widely among implementing agencies and do not propose a one size fits all approach to corridor planning.

It is important to note that the first cycle of funding for the Congested Corridors Program was programmed by the Commission in May 2018. The first programmed cycle covered a four-year period beginning with fiscal year 2017-18 and ending with fiscal year 2020-21. The 2018 Comprehensive Multimodal Corridor Plan Guidelines will apply to plans covering project applications submitted to the Commission for the second cycle of Congested Corridors Program funding beginning fiscal year 2021-22. Cycle 2 applications for funding are tentatively due in Spring of 2020. The Commission intends to program three years of programming by November 1 of each even-numbered year (2020, 2022, etc.), which includes two years of new funding.

### 3. Guidelines Schedule

The following schedule lists the major milestones for the development and adoption of the 2018 Comprehensive Multimodal Corridor Plan Guidelines:

Stakeholder Workshops Round 1 (Sacramento and Los Angeles)	July 16 <sup>th</sup> and 20 <sup>th</sup> 2018
First Draft Review by Agencies and Stakeholders	August 13 <sup>th</sup> – 27 <sup>th</sup> 2018
Stakeholder Workshops Round 2 (Sacramento and Los Angeles)	September 11 <sup>th</sup> and 14 <sup>th</sup> 2018
Second Draft Review by Agencies and Stakeholders	September 28 <sup>th</sup> - October 15 <sup>th</sup> 2018
Guidelines Hearing, Northern California (Stockton, October Commission Meeting)	October 17 <sup>th</sup> - 18 <sup>th</sup> 2018
Guidelines Hearing, Southern California (Riverside, December Commission Meeting)	December 5 <sup>th</sup> - 6 <sup>th</sup> 2018
Adoption of the Guidelines	December 5 <sup>th</sup> - 6 <sup>th</sup> 2018

#### **4. Relationship to the Congested Corridors Program Guidelines**

California Streets and Highways Code Sections 2391-2397 state that Congested Corridors Program funding “*shall be made available for projects that make specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.*”

Any eligible agency that will be applying for subsequent cycles of the Congested Corridors Program will be expected to adhere to these guidelines during the development of their required comprehensive multimodal corridor plan.

The plan guidelines pertain to the preparation of the planning document associated with the Congested Corridors Program project application. Guidelines for the Congested Corridors Program outline the policy, standards, criteria and procedures for the development, adoption and management of the funding program and are available online at: <http://www.catc.ca.gov/programs/sb1/sccp/>.

The plan guidelines serve as a companion document to the funding program guidelines and will be incorporated by reference into the funding program guidelines as appropriate. Upon Commission adoption of the 2018 Comprehensive Multimodal Corridor Plan Guidelines, this document will supersede Section 5 of the 2018 Solutions for Congested Corridors Program Guidelines in terms of guidance for the preparation of a comprehensive corridor plan.

All required application information and specific project evaluation criteria that the Commission uses to develop the program and determine eligible projects for funding are outlined in the program guidelines.

#### **5. Relationship to the Caltrans Corridor Planning Guidebook**

The 2018 Comprehensive Multimodal Corridor Plan Guidelines are specific to the requirements of the Congested Corridor Program. However, comprehensive multimodal corridor planning is conducted by state (Caltrans), regional, and local government agencies, and through ongoing partnerships with other stakeholders as part of a regularly occurring and broader process to identify transportation system needs and solutions that may be funded from a variety of state, federal, and local funding sources.

Pursuant to state and federal law<sup>1</sup>, Caltrans undertakes a continuing, cooperative, and comprehensive statewide transportation planning process to identify and recommend projects and strategies that will achieve Caltrans goals and objectives in a collaborative manner. As part of this overall statewide transportation planning process, Caltrans Districts around the state conduct multimodal corridor planning in cooperation with regional and local partners to identify key transportation corridors involving the State Highway System and develop individual corridor plans to identify and address corridor needs across a variety of modes.

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<sup>1</sup> California Government Code Section 65086, Title 23 United State Code Section 135, Title 23 Code of Federal Regulations Part 450.320(c)

To guide the development of multimodal corridor plans that identify and recommend transportation strategies and improvements, Caltrans is in the process of developing the Corridor Planning Guidebook (guidebook) which will outline Caltrans' expectations for its staff regarding conducting the multimodal corridor planning process. The guidebook is intended to be used by Caltrans Districts statewide, in collaboration with partners, on the development of multimodal corridor plans that involve the State Highway System.

Comprehensive multimodal corridor plans that address the State Highway System and that are utilized to apply for funding from the Congested Corridors Program may consider the Caltrans Corridor Planning Guidebook, upon its completion, as one example of how the multimodal corridor planning process could be undertaken. The Commission recognizes that specific planning methodologies used by Caltrans and regional agencies may vary statewide.

## **6. Agencies Responsible for Developing Comprehensive Multimodal Corridor Plans**

Comprehensive Multimodal Corridor Plans associated with projects seeking funding from the Congested Corridors program may be prepared by a variety of agencies including, but not limited to: Caltrans, Metropolitan Planning Organizations, Regional Transportation Planning Agencies, Congestion Management Agencies, Local Governments, Transit Providers, Railroad and Joint Power Authorities etc. The agency or agencies responsible for preparing the plan must, at a minimum, have the authority to plan for and/or eventually implement improvements for the transportation system assets covered in the plan. However, the agency preparing the plan does not necessarily have to be an agency eligible to apply for Congested Corridors funding. The Commission encourages Caltrans and other planning partners to work collaboratively to plan, program, implement, operate, and manage transportation facilities as an integrated system with the objective of maximizing available resources and overall transportation system performance.

## **7. Comprehensive Multimodal Corridor Planning: Purpose, Goals, and Process**

Comprehensive Multimodal Corridor Planning is undertaken to help inform the decision-making process and provide communities with an overall vision for the future of the corridor including guidance and coordination for future improvements necessary to meet corridor plan goals. Corridor planning conducted for the State Highway System must address and be informed by state goals and objectives as outlined in the current California Transportation Plan<sup>2</sup>, the Interregional Transportation Strategic Plan<sup>3</sup> and other modal plans, the Caltrans Smart Mobility Framework<sup>4</sup>, the California Freight Mobility Plan<sup>5</sup>, the California Sustainable Freight Action Plan<sup>6</sup>,

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<sup>2</sup> <http://www.dot.ca.gov/hq/tpp/californiatransportationplan2040/> see Table 3 p. 31 for listing of modal plans

<sup>3</sup> [http://www.dot.ca.gov/hq/tpp/offices/omsp/system\\_planning/itsp.html](http://www.dot.ca.gov/hq/tpp/offices/omsp/system_planning/itsp.html)

<sup>4</sup> <http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.html>

<sup>5</sup> [http://www.dot.ca.gov/hq/tpp/offices/ogm/california\\_freight\\_mobility\\_plan.html](http://www.dot.ca.gov/hq/tpp/offices/ogm/california_freight_mobility_plan.html)

<sup>6</sup> <http://www.dot.ca.gov/casustainablefreight/theplan.html>

California's Climate Change Scoping Plan<sup>7</sup> and other applicable air quality management plans. In addition to the overarching goal of innovative congestion reduction articulated by the enabling statute for the Solutions for Congested Corridors Program, the following additional regional and local goals and objectives as outlined in the regional transportation plan and any other relevant regional or local planning frameworks must also be considered in the corridor plan.

Some examples of state policies and goals that should be considered in the corridor planning process include, but are not limited to:

- Increasing the safety and security of the transportation system for motorized and non-motorized users.
- Preserving existing transportation infrastructure
- Encouraging development of new or enhanced multimodal infrastructure
- Supporting economic development and the efficient movement of freight
- Improving transportation system operations and efficiency
- Improving multi-modal mobility and accessibility for all Californians, especially low-income and disadvantaged communities
- Reducing greenhouse gas emissions and improving air quality
- Reducing exposure to toxic air contaminants and criteria air pollutants in communities most impacted by air pollution
- Reducing growth in vehicle miles traveled
- Prioritizing transportation sustainability
- Improving public health
- Increasing active transportation levels (walking, cycling, transit)<sup>8</sup>
- Preventing residential and small business displacement
- Conserving land and natural resources
- Encouraging sustainable land use patterns
- Increasing the supply of affordable housing
- Improving jobs-housing balance

The applicable Regional Transportation Plan also identifies specific regional goals and objectives that must be considered in the corridor planning process<sup>9</sup>.

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<sup>7</sup> <https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>

<sup>8</sup> Such as the Caltrans Strategic Management Plan Goals of: By 2020, increasing non-auto modes, tripling cycling, doubling walking, and doubling transit (from 2010-12 California Household Travel Survey baseline)  
[http://www.dot.ca.gov/perf/library/pdf/Caltrans\\_Strategic\\_Mgmt\\_Plan\\_033015.pdf](http://www.dot.ca.gov/perf/library/pdf/Caltrans_Strategic_Mgmt_Plan_033015.pdf)

<sup>9</sup> Regional Transportation Plans are required to have a public participation process and are prepared pursuant to state and federal requirements. These requirements are outlined in the Regional Transportation Plan Guidelines adopted by the Commission pursuant to Government Code Section 14522. The guidelines are available at:  
<http://www.catc.ca.gov/programs/rtp/>



The corridor planning process begins with developing corridor goals, objectives, and performance measures and then generally involves the following steps:

- 1.) Developing Scope and Outreach Plan for Stakeholder Input
- 2.) Gathering Information
- 3.) Conducting Performance Assessment(s)
- 4.) Identifying Potential Projects and Strategies
- 5.) Analyzing Improvements
- 6.) Selecting and Prioritizing Solutions
- 7.) Publishing the Corridor Plan
- 8.) Monitoring and Evaluating Progress

For the purposes of the Congested Corridors Program, multimodal corridor planning is defined as planning for all modes of transportation (active transportation, public transit, rail, vehicles etc.) that are presently used or have the potential to move people and goods within the designated corridor. A “corridor” plan study area may include multiple facilities such as state highways, local arterial roadways, rail lines, and transit systems. All components of the corridor are evaluated as part of the corridor planning process to identify transportation system improvements that will address performance deficiencies in areas such as congestion, safety, and air quality as specified by Streets and Highways Code Section 2394.

Objectives of the comprehensive multimodal corridor planning process may include but are not limited to:

- Define multi-modal transportation deficiencies and opportunities for optimizing system operations;
- Identify the types of projects necessary to reduce congestion, improve mobility, and optimize multimodal system operations along highly traveled corridors;
- Identify funding needs;
- Further state and federal ambient air standards and greenhouse gas emissions reduction standards pursuant to the California Global Warming Solutions Act of 2006 (Division 25.5, commencing with Section 38550, of the Health and Safety Code) and Senate Bill 375 (Chapter 728, Statutes of 2008);
- Preserve the character of local communities and create opportunities for neighborhood enhancement;
- Identify projects that achieve a balanced set of transportation, environmental, and community access improvements.

Corridor planning goals are established as part of the corridor plan scoping effort and are context specific based on state and regional goals such as those articulated by the California Transportation Plan, the Interregional Transportation Strategic Plan, the Regional Transportation Plan, and local area plans as well as feedback from regional and local partners and the public. Corridor goals may also be informed by other planning efforts such as mode-specific plans and Intelligent Transportation Systems plans.

The corridor planning process associated with the state highway system provides a unique opportunity for Caltrans and its partners to undertake collaborative planning to address strategic development of technology and other infrastructure needs. One example would be the

collaborative identification of strategic corridors to accommodate existing and future broadband internet needs and to further implementation of “Dig Once” policies established by Assembly Bill (AB) 1549 (Wood, Chapter 505, Statutes of 2016). This process facilitates the use of technology and broadband to reduce vehicle miles traveled, improve mobility, and reduce congestion.

Technologies such as real-time, web- and mobile-enabled trip planning, and ride sourcing services are changing how people travel. The advent of connected, autonomous, and electric vehicles will also transform the movement of people and freight. The corridor planning process offers an opportunity to leverage existing Information Technology Systems (ITS), identify future technology needs, and closely coordinate the plan with off-state highway systems such as local arterial roadways, parking, and transit.

More information regarding broadband, ITS, and other technology planning resources is available in Appendix A.

## **8. Stakeholder and Community Outreach**

Pursuant to SHC Section 2392, a Comprehensive Multimodal Corridor Plan that is utilized by an agency to apply for program funds, must be the result of collaboration between state, local, and regional partners.

It is expected when preparing a Comprehensive Multimodal Corridor Plan, agencies will develop a stakeholder and community outreach strategy that allows the agency to conduct effective outreach with all planning partners, community stakeholders, and end users of the transportation system in developing the plan. Agencies will consider input from a broad range of stakeholders and system users including those in the private, public, and non-profit sectors, transit providers, the business community, environmental interest groups, social-equity organizations, active transportation and public health advocates, technology and broadband stakeholders, tribal governments and tribal communities, and others. The outreach strategy must ensure the agency is meeting all Title VI requirements and engage communities impacted by the corridor, including strategies to engage disadvantaged communities. Specific examples of effective interagency collaboration and community outreach techniques are available in Appendix A of these guidelines which covers Planning Practice Examples.

It is recommended that during the plan’s scoping effort, the outreach plan developed identifies key opportunities for planning partners, community representatives, and system users to engage in the planning process. Where a corridor study area spans multiple jurisdictions, it is strongly encouraged that all agencies responsible for any component of the corridor being studied participate on the plan development team.

A specific focus of the Congested Corridors Program is to fund projects that result from a collaborative planning process that serves to identify transportation improvements which reduce congestion while preserving community character and creating opportunities for neighborhood enhancement. Working with local community groups may be a way to identify opportunities for neighborhood enhancement while preserving community character. Interagency collaboration and community input during the planning process are critical to addressing that focus.

Coordination is required between Caltrans and local and regional partners as they work together to expand community needs assessments through the Senate Bill 350 implementation process<sup>10</sup>.

Although limited, funding to support collaborative planning may be available from a number of sources. For instance, Caltrans' Sustainable Communities Planning Grants offers funding on a competitive basis and can be used to fund corridor planning including robust public engagement such as participatory budgeting with community groups.

## 9. Comprehensive Multimodal Corridor Plan Content

This section is intended to highlight statutory requirements for plans pursuant to the Congested Corridors Program and identify key elements, criteria, and performance assessment that should be included and addressed.

There is no specific format that a Comprehensive Multimodal Corridor Plan must meet. Plans are unique to the regions in which they are prepared and agencies across the state have differing levels of financial and technical resources to dedicate to planning efforts. Plans are expected to be specific to a transportation corridor, developed collaboratively with stakeholders, and written with a multimodal corridor planning intent. Plans are also expected to provide a clear description of the corridor and its geographic extent, incorporate all modes of transportation that are presently used or have the potential to move people and goods within the designated corridor, and be consistent with the goals and objectives of the Regional Transportation Plan.

In establishing the Congested Corridors Program, SB 1 cited 5 key examples of “more comprehensive approaches to improving congestion in highly traveled corridors.” These plans are not intended to cite or recommend any specific projects for program funding or serve as exhaustive examples of how all planning criteria are addressed. These plans are offered as legislatively identified samples of Comprehensive Multimodal Corridor Plan content.

- 1.) I-5 North Coast Corridor (San Diego County)<sup>11</sup>
- 2.) SR-91 and Metrolink Rail Corridor (Riverside and Orange Counties)<sup>12</sup>
- 3.) US 101 and Caltrain Corridor Connecting Silicon Valley and San Francisco<sup>13</sup>
- 4.) US 101 and SMART Rail Multimodal Approaches in Marin and Sonoma Counties<sup>14</sup>
- 5.) Comprehensive Solutions for I-405 in Los Angeles County<sup>15</sup>

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<sup>10</sup> [https://www.arb.ca.gov/msprog/transoptions/sb350\\_final\\_guidance\\_document\\_022118.pdf](https://www.arb.ca.gov/msprog/transoptions/sb350_final_guidance_document_022118.pdf)

<sup>11</sup> [http://www.dot.ca.gov/dist11/Env\\_docs/I-5PWP/2016/march/nccpwptrepfull.pdf](http://www.dot.ca.gov/dist11/Env_docs/I-5PWP/2016/march/nccpwptrepfull.pdf)

<sup>12</sup> <http://www.sr91project.info/> and [http://sr91project.info/\\_pdf/SR-91ImplementationPlan-2015.pdf](http://sr91project.info/_pdf/SR-91ImplementationPlan-2015.pdf)

<sup>13</sup> <https://www.spur.org/publications/spur-report/2017-02-23/caltrain-corridor-vision-plan>

<sup>14</sup> [http://scta.ca.gov/wp-content/uploads/2017/05/SON-MAR-MultiModal-TLUS-06061997\\_reduce-ocr.pdf](http://scta.ca.gov/wp-content/uploads/2017/05/SON-MAR-MultiModal-TLUS-06061997_reduce-ocr.pdf)

<sup>15</sup> <https://www.metro.net/projects/sepulvedacorridor/> and

<https://www.metro.net/projects/sepulvedacorridor/sepulveda-pass-corridor-systems-planning-study-fcr/>

### **9.1 Statutory Requirements:**

Pursuant to Streets and Highways Code (SHC), a comprehensive multimodal corridor plan that is utilized by eligible applicants to identify a project for potential funding through the Congested Corridors program must:

- 1.) Be designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects. [SHC 2391]
- 2.) Reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions. [SHC 2392]
- 3.) Be developed in collaboration with state, regional, and local partners. [SHC 2392]
- 4.) Evaluate the following criteria as applicable [SHC 2394]
  - Safety
  - Congestion
  - Accessibility
  - Economic Development and Job Creation and Retention
  - Air Quality and Greenhouse Gas Emissions Reduction
  - Efficient Land Use
- 5.) Be consistent with the goals and objectives of the Regional Transportation Plan [SHC 2393].

Projects funded through the Congested Corridors Program shall also be “designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors” [SHC 2391]. Planners may therefore wish to evaluate the balance of proposed projects and identify those projects in the plan that best achieve this balance.

### **9.2 Key Elements of a Comprehensive Multimodal Corridor Plan**

Elements of a plan should include (but are not limited to) the following, as applicable for planning purposes:

- ✓ Clear demonstration of state, regional, and local collaboration as applicable.
- ✓ Short, medium, and long-term planning horizon
- ✓ Specific corridor objectives
- ✓ Multimodal considerations for and approaches to address transportation system deficiencies
- ✓ Identification and evaluation of performance impacts of recommended projects and strategies including induced demand analysis of transportation demand resulting from highway and local road projects.
- ✓ Consideration and application of a range of performance metrics (such as those outlined in Chapter 7 of the 2017 RTP Guidelines<sup>16</sup> and project specific performance measures as

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<sup>16</sup> <http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/docs/2017RTPGuidelinesforMPOs.pdf>

outlined in the Statewide Transportation Improvement Program Guidelines<sup>17</sup> as applicable) for the set of recommended project and strategies

- ✓ Recommendations and prioritization of multimodal improvements for funding including timeline for implementation, with particular emphasis on projects that improve mobility while also achieving a balanced set of transportation, environmental and community access improvements
- ✓ Recommendation and prioritization of improvements that feed into transportation funding programs and the regional transportation planning process
- ✓ Strategies for preserving the character of local community and creating opportunities for neighborhood enhancement projects
- ✓ Consistency with the principles of the federal Congestion Management Process<sup>18</sup> and consistency with the intent of the state Congestion Management Program for designated Congestion Management Agencies.
- ✓ Consistency with the principles of the California Transportation Plan including the Interregional Transportation Strategic Plan, the Caltrans Smart Mobility Framework, California's Climate Change Scoping Plan, and climate adaptation plans.
- ✓ Consistency with the goals and objectives of the regional transportation plan including the forecasted development pattern identified in the Sustainable Communities Strategy especially in areas identified as high-priority for growth if applicable.
- ✓ Consistency with other applicable regional or local planning frameworks such as local jurisdiction land use plans including transit supportive land use plans and policies.
- ✓ Consideration and incorporation of broadband planning, smart mobility framework, and Intelligent Transportation Systems (ITS) strategies, as applicable.

### 9.3 Plan Performance: Criteria and Measurement

Pursuant to SHC Section 2394, projects funded through the Congested Corridors Program are expected to achieve transportation system performance improvements in areas such as: Safety, Congestion, Accessibility, Economic Development, Job Creation & Retention, Air Quality & Greenhouse Gas Emissions Reduction, and Efficient Land Use. These areas form the basis for how projects are evaluated when seeking program funding. As such, comprehensive multimodal corridor plans must consider system performance in these areas and be prepared to quantify how transportation solutions identified in the plan will improve performance. Plans shall also support efforts to evaluate which projects best achieve a balanced set of transportation, environmental, and community access improvements. This section is intended to provide guidance on how performance measurement could be addressed in the plan.

In recognition that data availability and modeling capabilities vary by agency based on available resources, the Commission expects agencies to address plan and project performance qualitatively and quantitatively to the degree reasonable given technical and financial resources available during the planning process.

As part of the comprehensive multimodal corridor planning process, a plan-level corridor performance assessment must be conducted and documented to clearly outline system

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<sup>17</sup> <http://www.catc.ca.gov/programs/stip/2018-stip/2018-stip-guidelines-adopted-081617.pdf>

<sup>18</sup> [https://ops.fhwa.dot.gov/plan4ops/focus\\_areas/cmp.htm](https://ops.fhwa.dot.gov/plan4ops/focus_areas/cmp.htm); 23 CFR 450.320(a) and (b).

performance and trends. This is especially important for the Congested Corridors Program which is targeted at highly traveled and congested corridors. Performance assessment results should be used to establish a relationship between identified problems and solutions. Potential transportation system improvements and solutions should then be evaluated to determine how they will impact corridor performance. Quantification of performance improvements achieved by potential transportation solutions is highly encouraged at the comprehensive multimodal corridor plan level to support a data driven project recommendation when applying for program funds. Developing an effective system to quantify performance improvements during the planning process will be imperative to developing a project application which provides adequate performance data for the program evaluation process.

Corridor plans should identify performance measures and data collection to achieve goals and should leverage technology to better understand system performance and potential multimodal solutions. The table below outlines corridor performance measures that are consistent with the funding program evaluation criteria outlined in Section 14 of the program guidelines, which identify the specific evaluation criteria that will be used to evaluate projects for funding. These performance measures are examples of what could be used when conducting corridor performance assessment and analyzing potential transportation improvements. The parameters of corridor performance measurement are established by the corridor planning team through the planning process and are context specific. As such, these identified measures are offered as examples and are not intended to represent an exhaustive list of what should be considered.

**Table 1 Corridor Performance Measures for Consideration in the Corridor Planning Process**

*Congestion/Delay*

- Person throughput – Corridor total (multi-modal) person throughput
- Person hours of delay – Number of person hours of delay in the corridor
- Travel Time Reliability – Level of Travel Time Reliability or Travel Time Buffer Index
- Truck Delay – Number of hours of truck delay in the corridor
- Passenger Rail Delay
- Vehicle hours of delay
- Vehicle miles travelled [Note: For highway and local road projects, the impact of induced demand should be considered and discussed as applicable for planning purposes<sup>19</sup>]

*Safety*<sup>2021</sup>

- Number of fatal and injury crashes
- Rate of fatal and injury crashes per 100 million vehicle miles traveled

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<sup>19</sup> Induced demand analysis methodologies vary among agencies and flexibility will be given for agencies to determine and use the method most appropriate for their region. One example of an induced demand analysis methodology that could be used: Appendix 2 of the Governor’s Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA:

[http://opr.ca.gov/docs/20180416743\\_Technical\\_Advisory\\_4.16.18.pdf](http://opr.ca.gov/docs/20180416743_Technical_Advisory_4.16.18.pdf)<sup>20</sup> Safety metrics should be evaluated for current conditions (e.g. monitoring and field data rather than modeled and/or projected data)

<sup>20</sup> Safety metrics should be evaluated for current conditions (e.g. monitoring and field data rather than modeled and/or projected data)

<sup>21</sup>[https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/National%20Public%20Transportation%20Safety%20Plan\\_1.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/National%20Public%20Transportation%20Safety%20Plan_1.pdf)

## California Transportation Commission 2018 Comprehensive Multimodal Corridor Plan Guidelines

- Number of bicycle and pedestrian collisions
- Rate of bicycle and pedestrian collisions per number of bicycle and pedestrian trips
- Consideration of policies that support public safety and security such as lighting and other crime prevention and safety measures

### *Accessibility*

- Access to multi-modal choices (e.g. access to traveler information, availability of connections between modes, convenience of multiple transportation choices, vehicle ownership)
- Number of households within 45-minute transit ride of major employment center or college
- Travel time reliability (e.g. commute trip travel time by transit and car)
- First-mile/Last-mile considerations
- Consideration of complete streets policies and the creation of networks of non-motor vehicle facilities (e.g. pedestrian, cycling) that connect residential, recreational, and employment opportunities

### *Economic Development, Job Creation & Retention*

- Improvement of freight throughput
- Truck Time Reliability
- Access to jobs and education – change in cumulative jobs and education accessibility within 30 minutes (45 minutes for transit)
- Access to jobs and education for disadvantaged populations – change in cumulative jobs and education accessibility for disadvantaged populations within 30 minutes (45 minutes for transit)

### *Regional Air Quality and Greenhouse Gas Emissions*

- Reduction of criteria pollutants – airborne particulates, ground level ozone and other pollutants
- Reduction of greenhouse gas emissions such as carbon dioxide and methane

### *Efficient Land Use*

- Improvement in Jobs/Housing balance (total jobs vs. housing) and/or fit (low-wage jobs vs. low-cost housing)
- Increase in non-single-occupant-vehicle mode Share
- Increase in non-vehicle mode share (e.g. walking, cycling, public transit use, rail use)
- Supports mixed-use and in-fill development with multimodal choices
- Supports interconnected streets and corridor access management policies
- Addresses climate adaptation

#### **9.4 Congested Corridors Program Cycle 2 Interim Plan Considerations**

Applications for Cycle 2 of the Congested Corridors Program are anticipated to be due in Spring 2020 and program adoption is expected by November 1, 2020. In recognition of the length of time needed to complete a comprehensive multimodal plan, the Commission intends to accept the following types of plans for Cycle 2 of the program:

*Existing Plan* – For Cycle 2 of the program, agencies may use an existing multimodal plan that is consistent with the intent of these guidelines, was prepared with a public input process, and utilizes the most recent planning assumptions available as determined by the agency.

*Plan Update* – For Cycle 2 of the program, agencies may update an existing multimodal plan that is consistent with the intent of these guidelines. A plan update is expected to include a public input process and utilize the most recent planning assumptions available.

*Hybrid Plan* – For Cycle 2 of the program, agencies may conduct an integrated analysis of existing plans within a corridor (such as mode specific plans along a corridor). This effort must be consistent with the intent of these guidelines. A hybrid plan is expected to utilize the most recent planning assumptions available, and demonstrate that the integrated plans, proposed projects, and modal components proposed in the hybrid plan included a public input process.

*New Plan* – For Cycle 2 of the program, agencies may use a completely new plan that has been prepared consistent with the intent of these guidelines. For plans well underway prior to the issuance of these guidelines, this effort must be generally consistent with the direction of these guidelines.

Cycle 3 of the Congested Corridors Program is scheduled for adoption in 2022. To be eligible for Cycle 3 funding, projects must be included in a comprehensive multimodal corridor plan prepared consistent with the direction of these guidelines.

Once a comprehensive multimodal corridor plan has been developed in accordance with these guidelines and adopted by an agency, that plan may be utilized to apply for program funds over more than one program cycle. The plan should be evaluated at least every 4 years in air quality non-attainment areas, and at least every 5 years in air quality attainment areas, to determine if the plan is still valid or if regional changes necessitate an update. The determination to conduct a reevaluation will be made at the discretion of the lead agency.



## 10. Commission Review of the Comprehensive Multimodal Corridor Plan

SHC Section 2391 states that *“Funding shall be available for projects that make specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for resident, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects”*. Additionally, SHC Section 2394 states that *“The Commission shall allocate program funds to projects after reviewing the corridor plans submitted by regional agencies or the department and making a determination that a proposed project is consistent with the objectives of the corridor plan.”*

As such, pursuant to SHC Sections 2391 and 2394, Commission review of corridor plans is limited to determination of the following:

- 1.) Is the proposed project part of the corridor plan?
- 2.) Is the proposed project consistent with the objectives of the corridor plan?

To determine that the above criteria are met, Commission staff will review corridor plans as part of the project application process. A link to the corridor plan must be provided and agencies should explain the following in the project application:

- How and where is the proposed project included in the corridor plan?
- How the proposed project is consistent with the objectives of the corridor plan?
- How the proposed corridor plan is consistent with SHC 2391 – 2394 as explained in Section 9.1 of these guidelines?

Commission staff determination that the criteria outlined in SHC 2391 and 2394 have been met will be documented as part of the project application review process.

## Appendix A - Planning Practice Examples

This section includes planning practice examples that should be considered and utilized by agencies preparing comprehensive multimodal corridor plans.

### Statutory Examples of Comprehensive Corridor Planning

In establishing the Congested Corridors Program, SB 1 cited 5 key examples of “more comprehensive approaches to improving congestion in highly traveled corridors.” These plans are not intended to cite or recommend any specific projects for program funding or serve as exhaustive examples of how all planning criteria are addressed. These plans are offered as samples of Comprehensive Multimodal Corridor Plan content and planning practices:

- 1.) I-5 North Coast Corridor (San Diego County)<sup>22</sup>
- 2.) SR-91 and Metrolink Rail Corridor (Riverside and Orange Counties)<sup>23</sup>
- 3.) US 101 and Caltrain Corridor Connecting Silicon Valley and San Francisco<sup>24</sup>
- 4.) US 101 and SMART Rail Multimodal Approaches in Marin and Sonoma Counties<sup>25</sup>
- 5.) Comprehensive Solutions for I-405 in Los Angeles County<sup>26</sup>

### 2017 Regional Transportation Plan Guidelines – Various Planning Practice Examples

Appendix K (p. 273) and Appendix L (p. 309) of the 2017 Regional Transportation Plan Guidelines provide planning practice examples for several areas that may apply to the corridor planning process including consultation and coordination, climate adaptation, multimodal planning considerations, land use and transportation solutions to address greenhouse gas emissions, ecological considerations, and public health:

<http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/docs/2017RTPGuidelinesforMPOs.pdf>

#### Smart Mobility Framework

The Smart Mobility Framework emphasizes multimodal travel choices, healthy, livable communities, reliable travel times and safety for all users. It lays out a vision that supports the goals of social equity, climate change intervention, and a robust and sustainable economy. The Framework identifies six overarching principles that, if implemented, would help to achieve the vision of Smart Mobility in transportation and land-use projects. The framework also identifies key tools that can be used throughout corridor planning and other activities to promote Smart Mobility.

<http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.html>

The Interstate-680 Contra Costa Corridor System Management Plan undertaken in partnership between Caltrans and the Contra Costa Transportation Authority provides an example of how

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<sup>22</sup> [http://www.dot.ca.gov/dist11/Env\\_docs/I-5PWP/2016/march/nccpwptrepfull.pdf](http://www.dot.ca.gov/dist11/Env_docs/I-5PWP/2016/march/nccpwptrepfull.pdf)

<sup>23</sup> <http://www.sr91project.info/> and [http://sr91project.info/\\_pdf/SR-91ImplementationPlan-2015.pdf](http://sr91project.info/_pdf/SR-91ImplementationPlan-2015.pdf)

<sup>24</sup> <https://www.spur.org/publications/spur-report/2017-02-23/caltrain-corridor-vision-plan>

<sup>25</sup> [http://scta.ca.gov/wp-content/uploads/2017/05/SON-MAR-MultiModal-TLUS-06061997\\_reduce-ocr.pdf](http://scta.ca.gov/wp-content/uploads/2017/05/SON-MAR-MultiModal-TLUS-06061997_reduce-ocr.pdf)

<sup>26</sup> <https://www.metro.net/projects/sepulvedacorridor/> and <https://www.metro.net/projects/sepulvedacorridor/sepulveda-pass-corridor-systems-planning-study-fcr/>

the Smart Mobility Framework can be considered in the comprehensive multimodal corridor planning process:

[http://dot.ca.gov/hq/tpp/corridor-mobility/CSMPs/d4\\_CSMPs/D04\\_I680\\_CSMP\\_Final\\_Revised\\_Report\\_2015-05-29.pdf](http://dot.ca.gov/hq/tpp/corridor-mobility/CSMPs/d4_CSMPs/D04_I680_CSMP_Final_Revised_Report_2015-05-29.pdf)

The Interstate-105 Corridor Sustainability Study is being conducted by the Southern California Association of Governments in coordination with Caltrans and the Los Angeles County Metropolitan Transportation Authority. While this study is not yet complete, it provides an example of a comprehensive multimodal corridor planning process and scope that incorporates the principles of the Smart Mobility Framework:

<http://scaq.ca.gov/programs/Pages/105CorridorStudy.aspx>

### **Community Engagement Planning Practice Examples**

*Governor's Office of Planning and Research*

Resiliency Guidebook – Community Engagement Best Practices and Vulnerable Populations

[http://opr.ca.gov/docs/20180828-Community\\_Engagement\\_Best\\_Practices.pdf](http://opr.ca.gov/docs/20180828-Community_Engagement_Best_Practices.pdf)  
[http://opr.ca.gov/docs/20180312-Vulnerable\\_Communities\\_Descriptions.pdf](http://opr.ca.gov/docs/20180312-Vulnerable_Communities_Descriptions.pdf)

### **Addressing Environmental Justice and Disadvantaged Communities**

Social Equity Analysis Methodology and Tool:

<http://sdforward.com/ContinuingActions/SocialEquityEnvJustice.aspx>

Desk Guide – Environmental Justice in Transportation Planning Investments:

[http://www.dot.ca.gov/hq/tpp/offices/ocp/documents/ej\\_titlevi\\_files/EnvironmentalJusticeDeskGuideJan2003.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/documents/ej_titlevi_files/EnvironmentalJusticeDeskGuideJan2003.pdf)

Community Primer on Environmental Justice and Transportation Planning:

[http://www.dot.ca.gov/hq/tpp/offices/ocp/documents/ej\\_titlevi\\_files/EJ\\_Primer\\_4\\_10\\_WEB.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/documents/ej_titlevi_files/EJ_Primer_4_10_WEB.pdf)

CalEnviroScreen Version 3.0:

<http://oehha.maps.arcgis.com/apps/View/index.html?appid=c3e4e4e1d115468390cf61d9db83efc4>

CalEnviroScreen is a screening methodology that can be used to help identify California communities that are disproportionately burdened by multiple sources of pollution.

The tools below provide additional criteria and indicators for climate vulnerability and community health disadvantage that CalEnviroScreen does not provide. The tools can help reduce health inequities. The tools include:

California Healthy Places Index (HPI):

<https://healthyplacesindex.org/>

The California Healthy Places Index (HPI) is an interactive data and mapping tool that provides a detailed snapshot of the social determinants of health across California, mapped down to the

Census tract level. HPI provides comparison rankings of Census tracts statewide and an accompanying policy action guide. Therefore, the HPI can be a useful tool in prioritizing areas with high levels of social and economic disadvantage for funding, policy, and planning interventions. HPI was developed by the Public Health Alliance of Southern California in collaboration with health departments and data experts across the state.

For more information on the HPI, including how to calculate a score for your project area and suggested project types for improving public health, visit <https://healthyplacesindex.org/>.

California Department of Public Health (CDPH) Climate Change and Health Profile Reports (CHPRs): <https://www.cdph.ca.gov/Programs/OHE/Pages/ClimateHealthProfileReports.aspx>

The CDPH Climate Change and Health Profile Reports are designed to help counties in California prepare for the health impacts related to climate change through adaptation planning. The reports present projections for county and regional climate impacts, the climate-related health risks, and local populations that could be vulnerable to climate effects. The information is based on available science compiled from previously published, state-sponsored research and plans.

CDPH Climate Change and Health Vulnerability Indicators (CCHVIs):

<https://www.cdph.ca.gov/Programs/OHE/Pages/CC-Health-Vulnerability-Indicators.aspx>

CDPH developed the Climate Change and Health Vulnerability indicators, narratives, and data to provide local health departments and partners the tools to better understand the people and places in their jurisdictions that are more susceptible to adverse health impacts associated with climate change, specifically extreme heat, wildfire, sea level rise, drought, and poor air quality. The assessment data can be used to screen and prioritize where to focus deeper analysis and plan for public health actions to increase resilience. The CCHVI's can be viewed on CCHViz, CDPH's interactive data visualization platform: <https://discovery.cdph.ca.gov/ohe/CCHViz/>. The CCHVIs have also been incorporated into the HPI as decision support layers, to better integrate addressing health outcomes associated with climate change and various social determinants of health. See above for more information on the HPI.

CDPH Healthy Communities Data and Indicators Project (HCI):

<https://www.cdph.ca.gov/Programs/OHE/Pages/HCI.aspx>

The goal of the HCI is to enhance public health by providing a standardized set of statistical measures, data, and tools that a broad array of sectors can use for planning healthy communities and evaluating the impact of plans, projects, policy, and environmental changes on community health. The Healthy Community Framework identifies 20 key attributes (i.e., "aspirational goals", such as "Safe, sustainable, and affordable transportation options" or "Access to affordable and safe opportunities for physical activity") of a healthy community through all stages of life, clustered in five broad categories (i.e., "domains", such as "Meets the Basic Needs of All" or "Quality and Sustainability of Environment"). HCI data indicators, narratives, and visualizations can be found [here](#).

## **Broadband Internet Deployment**

The corridor planning process also provides an opportunity for state, regional, and local governments to coordinate and plan for the development of statewide broadband internet deployment.

Community benefits of broadband internet deployment include:

- Greenhouse Gas Emissions reductions – the best trip is the “virtual trip”
- Sustainable communities and smart cities, including improved access to education, healthcare (telehealth), employment, and other services
- Mobility improvement and congestion reduction
- “Dig Once” opportunity to reduce costs for broadband service to communities and provide more efficient use of resources
- Transportation system technology innovation
- Broadband opportunities could be utilized to leverage transportation resources resulting in reduced costs for building and maintaining facilities

#### California 2017 General Plan Guidelines

[http://opr.ca.gov/docs/OPR\\_COMPLETE\\_7.31.17.pdf](http://opr.ca.gov/docs/OPR_COMPLETE_7.31.17.pdf)

Broadband references are on Pages 81 and 82 in the General Plan Guidelines Circulation Element and Page 211 in the Healthy Communities Section.

#### Circulation Element and Healthy Communities Section

The California 2017 General Plan Guidelines identifies broadband planning and “Dig Once” policies in the Public Utilities and Facilities Section of General Plan Circulation Elements (Chapter 4, Pages 81 and 82) and notes that the provision for access to broadband should be included in Healthy Communities Sections (Chapter 6, Page 211) as it is needed to allow for telemedicine capacity.

#### Caltrans Wired Broadband on State Highway ROW “Dig Once” Guidelines

<http://www.dot.ca.gov/wiredbroadband/>

The Caltrans Wired Broadband on State Highway Right of Way “Dig Once” Guidelines provide a process for proactive broadband planning and deployment within state transportation facility rights of way, as well as opportunity for identification of strategic corridors and key locations for broadband infrastructure installation.

#### California Regional Broadband Consortia – Recommended Strategic Broadband Corridors as of November 1, 2018:

<http://iebroadband.com/Portals/0/Strategic%20Broadband%20Corridors%20V.32.pdf>

### **Emerging Technologies and Intelligent Transportation Systems**

Transportation is entering a new era of mobility on demand where innovative technologies such as connected and autonomous vehicles, electrification of the transportation system, and shared mobility have, or will, become commonplace. The corridor planning process provides an opportunity for state, regional, and local agencies to work collaboratively to leverage existing technologies and plan for emerging ones.

The use of Intelligent Transportation Systems (ITS) and Transportation System Management (TSM) improve system safety, operations, and efficiency to reduce air pollution, manage

congestion, and improve traffic management through advanced traveler information and tolling technologies.

The planning process should consider a suite of technology concepts such as: shared mobility, integrated corridor management, connected and autonomous vehicles accommodations, on-demand transit, first and last mile solutions, and arterial technologies such as adaptive traffic signals. Corridor plans also offer the opportunity to identify gaps and recommend improvements to regional ITS architecture and underlying information technology infrastructure. ITS and data infrastructure will be responsible for transmitting ever-growing amounts of information to support real-time trip planning and mobility as a service.

Considering emerging technologies, ITS, TSM, and Regional Communication Systems in the planning process facilitates the development of a holistic and comprehensive plan that can innovatively address safety, congestion, air quality, and other important goals within the corridor and region. Corridor planning also provides an opportunity to measure and understand how technology-based transportation demand management solutions (such as workplace commute management platforms and other employer-incentivized shared mobility programs) facilitate congestion reduction.

The Innovate 680 Program undertaken by the Contra Costa Transportation Authority provides an example of how emerging technologies and Intelligent Transportation Systems can be incorporated into the planning and project delivery process:

<http://www.ccta.net/2018/10/17/innovate-680/>

### **Climate Adaptation Planning:**

The Governor's Office of Planning and Research led a Technical Advisory Group to develop guidance to help State agency personnel decide when to take climate change into account when planning infrastructure and investments including how to increase social equity and health for vulnerable communities in the course of planning and operations.

The Guidance to implement Executive Order B-30-15 is available here:

[http://opr.ca.gov/docs/20180313-Building\\_a\\_Resilient\\_CA.pdf](http://opr.ca.gov/docs/20180313-Building_a_Resilient_CA.pdf)

<http://opr.ca.gov/planning/icarp/resilient-ca.html>

### **Climate Action Plans:**

<http://www.ca-ilg.org/climate-action-plans>

### **Safeguarding California:**

<http://resources.ca.gov/climate/safeguarding/>

### **California Climate Adaptation Planning Guide:**

[http://resources.ca.gov/climate/safeguarding/adaptation\\_policy\\_guide/](http://resources.ca.gov/climate/safeguarding/adaptation_policy_guide/)

### **Freight Planning:**

*Final Report: Managing the Impacts of Freight in California, METTRANS Transportation Center, November 2017*

[http://www.dot.ca.gov/hq/tpp/offices/ogm/index\\_files/CaltransFreightImpactsProject\\_finalreport.pdf](http://www.dot.ca.gov/hq/tpp/offices/ogm/index_files/CaltransFreightImpactsProject_finalreport.pdf)

*California Sustainable Freight Action Plan*

[http://dot.ca.gov/hq/tpp/offices/ogm/cs\\_freight\\_action\\_plan/main.html](http://dot.ca.gov/hq/tpp/offices/ogm/cs_freight_action_plan/main.html)

*California Freight Mobility Plan*

[http://www.dot.ca.gov/hq/tpp/offices/ogm/california\\_freight\\_mobility\\_plan.html](http://www.dot.ca.gov/hq/tpp/offices/ogm/california_freight_mobility_plan.html)

### **Planning & Environmental Linkages:**

Planning and Environment Linkages (PEL) is part of the Federal Highway Administration Initiatives to Accelerate Project Delivery. PEL represents a collaborative and integrated approach to transportation decision-making that 1.) considers environmental, community, and economic goals early in the transportation planning process, and 2.) uses the information, analysis, and products developed during planning to inform the environmental review process.

[https://www.environment.fhwa.dot.gov/env\\_initiatives/PEL.aspx](https://www.environment.fhwa.dot.gov/env_initiatives/PEL.aspx)

### **Transportation System Management and Operations (TSMO)**

*Creating an Effective Program to Advance Transportation System Management and Operations A Primer, Federal Highway Administration, January 2012*

<https://ops.fhwa.dot.gov/publications/fhwahop12003/fhwahop12003.pdf>

## Appendix B – Definitions

To facilitate a common understanding of key terms that are used in the Comprehensive Multimodal Corridor Plan process, the following definitions are provided for consideration in the planning process:

**Accessibility** – Describes how close opportunities (e.g., jobs, housing, schools, shopping etc.) are spaced in terms of the user’s ability to access them through the multimodal transportation system.

**Capacity** – The Highway Capacity Manual refers to capacity as the maximum sustainable flow rate at which vehicles or persons reasonable can be expected to traverse a point, or uniform section of a lane or roadway during a specific section of a lane or roadway during a specified time period under given facility, geometric, traffic, environmental, and control conditions. Capacity is determined by a number of factors: (1) number and width of lanes and shoulders, (2) merge/weave areas at interchanges, (3) roadway alignment (grades and curves), and (4) driver behavior.

**Congestion** – Condition on a transportation network where travel demand exceeds supply or “capacity.” Congestion can be measured in number of ways including as a function of “person throughput”, “person hours of delay,” and “travel time reliability” or “travel time buffer index.”

**Corridor** – A geographic area defined by existing and forecasted travel patterns for people and goods. Travel in the corridor may be multimodal, is context specific, relative in scale to the region wherein it exists, with its limits defined by travel or modal decision points.

**Corridor Plan** – Defines how a corridor is performing, why it is performing that way, and recommends projects and strategies that achieve corridor goals and objectives.

**Mobility** – Describes how well all users can complete their entire trips.

**Planning for Operations** – A collaborative and systematic effort between planners and operators to integrate transportation system management and operations strategies into the transportation planning, programming, and project delivery process for the purpose of achieving operational goals and objectives.

**Programmed** – The process by which funding is identified for a specific project through the adoption of a funding program by the Commission.

**Project** – A planned set of interrelated tasks to be executed over a fixed period and within certain cost and other limitation. For purposes of identifying transportation projects for evaluation, a project is defined as having sufficient scope details to describe specific physical changes to effect desired results, where costs can be estimated, timeline projected, and major limitations anticipated.

**Sustainability** – Defined globally as meeting the needs of the present population without compromising the ability of future generations to meet their own needs. Sustainability in the context of the California Transportation Plan revolves around the concept of People, Planet, and Prosperity. This means that transportation decisions should support the environmental, social, public health, and economic needs of current and future generations.

**System Planning** – The purpose of system planning is to identify and recommend projects and strategies that achieve regional and state goals and objectives in a collaborative manner. In response to federal law, system planning at Caltrans is part of a continuing, cooperative, and comprehensive statewide transportation planning process.

**Transportation System Management Operations** – Integrated strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, cross-jurisdictional



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systems, services, and projects designed to preserve and enhance capacity, and improve the security, safety, and reliability of the transportation system.

**“Preserving Local Community Character”** – Involving community engagement so that transportation solutions identified are context sensitive and indicative of community-identified needs.

**“Neighborhood Enhancement Projects”** – Context-sensitive transportation improvements that promote complete streets objectives and meet community-identified needs.

## Appendix C – Statutory Language

### STREETS AND HIGHWAYS CODE - SHC

#### DIVISION 3. APPORTIONMENT AND EXPENDITURE OF HIGHWAY FUNDS [2004.5 - 2704.78]

*(Heading of Division 3 amended by Stats. 1953, Ch. 192)*

#### CHAPTER 8.5. Congested Corridors [2390 - 2397]

*(Chapter 8.5 added by Stats. 2017, Ch. 5, Sec. 44)*

##### **2390.**

The Solutions for Congested Corridors Program is hereby created.

*(Added by Stats. 2017, Ch. 5, Sec. 44. Effective April 28, 2017.)*

##### **2391.**

Pursuant to subdivision (b) of Section 11053 of the Revenue and Taxation Code, two hundred fifty million dollars (\$250,000,000) in the State Highway Account shall be available for appropriation to the Department of Transportation in each annual Budget Act for the Solutions for Congested Corridors Program. Funds made available for the program shall be allocated by the California Transportation Commission to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state. Funding shall be available for projects that make specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects. In order to mitigate increases in vehicle miles traveled, greenhouse gases, and air pollution, highway lane capacity-increasing projects funded by this program shall be limited to high-occupancy vehicle lanes, managed lanes as defined in Section 14106 of the Government Code, and other non-general purpose lane improvements primarily designed to improve safety for all modes of travel, such as auxiliary lanes, truck climbing lanes, or dedicated bicycle lanes. Project elements within the corridor plans may include improvements to state highways, local streets and roads, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space.

*(Added by Stats. 2017, Ch. 5, Sec. 44. Effective April 28, 2017.)*

##### **2392.**

A regional transportation planning agency or county transportation commission or authority responsible for preparing a regional transportation improvement plan under Section 14527 of the Government Code or the department may nominate projects for funding through the program that are consistent with the policy objectives of the program as set forth in this chapter. The commission shall allocate no more than one-half of the funds available each year to projects nominated exclusively by the department. Preference shall be given to corridor plans that demonstrate that the plans and the specific project improvements to be undertaken are the result of collaboration between the department and local or regional partners that reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions.

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Collaboration between the partners may be demonstrated by a project being jointly nominated by both the regional agency and the department.

*(Added by Stats. 2017, Ch. 5, Sec. 44. Effective April 28, 2017.)*

**2393.**

A project nomination shall include documentation regarding the quantitative and qualitative measures validating the project's consistency with the policy objectives of the program as set forth in this chapter. In addition to being included in a corridor plan, a nominated project shall also be included in the region's regional transportation plan. Projects within the boundaries of a metropolitan planning organization must be included in an adopted regional transportation plan that includes a sustainable communities strategy determined by the State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets.

*(Added by Stats. 2017, Ch. 5, Sec. 44. Effective April 28, 2017.)*

**2394.**

The commission shall allocate program funds to projects after reviewing the corridor plans submitted by the regional agencies or the department and making a determination that a proposed project is consistent with the objectives of the corridor plan. In addition to making a consistency determination with respect to project nominations, the commission shall score the proposed projects on the following criteria:

- (a) Safety.
- (b) Congestion.
- (c) Accessibility.
- (d) Economic development and job creation and retention.
- (e) Furtherance of state and federal ambient air standards and greenhouse gas emissions reduction standards pursuant to the California Global Warming Solutions Act of 2006 (Division 25.5 (commencing with Section 38550) of the Health and Safety Code) and Senate Bill 375 (Chapter 728 of the Statutes of 2008).
- (f) Efficient land use.
- (g) Matching funds.
- (h) Project deliverability.

*(Added by Stats. 2017, Ch. 5, Sec. 44. Effective April 28, 2017.)*

**2396.**

(a) The commission, in consultation with the State Air Resources Board, shall develop and adopt guidelines for the program consistent with the requirements of this chapter. Guidelines adopted by the commission shall be exempt from the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code).

Prior to adopting the guidelines, the commission shall conduct at least one public hearing in northern California and one public hearing in southern California to review and provide an opportunity for public comment. The commission shall adopt the final guidelines no sooner than 30 days after the commission provides the proposed guidelines to the Joint Legislative Budget Committee and the transportation policy committees in the Senate and the Assembly.

(b) The guidelines adopted pursuant to subdivision (a) may include streamlining of project delivery by authorizing regional agencies to seek commission approval of a letter of no prejudice that allows the agency to expend its own funds for a project programmed in a future year of the adopted program of projects, in advance of allocation of funds to the project by the

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commission, and to be reimbursed at a later time for eligible expenditures. A letter of no prejudice shall only be available to local or regional transportation agencies for moneys that have been identified for future allocation to the applicant agency. Moneys designated for the program shall only be reimbursed when there is funding available in an amount sufficient to make the reimbursement.

*(Amended by Stats. 2017, Ch. 255, Sec. 8. Effective September 16, 2017.)*

**2397.**

On or before March 1, 2019, and annually thereafter, the commission shall provide project update reports on the development and implementation of the program described in this chapter in its annual report to the Legislature prepared pursuant to Section 14535 of the Government Code. A copy of the report shall be provided to the Joint Legislative Budget Committee and the transportation policy committees of both houses of the Legislature. The report, at a minimum, shall include information on each project that received funding under the program, including, but not limited to, all of the following:

- (a) A summary describing the overall progress of the project since the initial award.
- (b) Expenditures to date for all project phase costs.
- (c) A summary of milestones achieved during the prior year and milestones expected to be reached in the coming year.
- (d) An assessment of how the project is meeting the quantitative and qualitative measurements identified in the project nomination, as outlined in Section 2393.

*(Added by Stats. 2017, Ch. 5, Sec. 44. Effective April 28, 2017.)*

Memorandum

To: CHAIR AND COMMISSIONERS  
 CTC Meeting: December 5-6, 2018  
 Reference No.: 4.7  
 Action  
 Published Date: November 21, 2018

From: SUSAN BRANSEN  
 Executive Director  
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Subject: ADOPTION OF THE 2018 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN GUIDELINES - RESOLUTION G-18-50

**ISSUE:**

Should the California Transportation Commission (Commission) adopt the proposed 2018 Comprehensive Multimodal Corridor Plan Guidelines?

**RECOMMENDATION:**

Staff recommends that the Commission adopt the 2018 Comprehensive Multimodal Corridor Plan Guidelines as presented in Attachment B and permit staff to make technical, non-substantive changes to the proposed guidelines. Modifications to the draft guidelines presented at the October 17, 2018 Commission meeting are captured in strikethrough and underline.

**BACKGROUND:**

Prior to adopting the Comprehensive Multimodal Corridor Plan Guidelines, the Commission shall conduct at least one public hearing in Northern California and one public hearing in Southern California to provide an opportunity for public comment. The Northern California hearing was held October 17, 2018 in Stockton. The public hearing held concurrent to this agenda item serves as the required Southern California hearing.

Pursuant to Streets and Highways Code Section 2391, a project receiving funding from the Solutions for Congested Corridors Program must be part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor, while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.

The Commission prepared the Comprehensive Multimodal Corridor Plan Guidelines in consultation with Caltrans, the California Air Resources Board, as well as other state agencies, regional and local government representatives and other transportation stakeholders. The Final

Draft Comprehensive Multimodal Corridor Plan Guidelines are based on the statutory requirements presented in Streets and Highways Code Sections 2391-2394 and reflect stakeholder consensus on language whenever possible.

For a detailed description of the process undertaken to develop the guidelines, please see the concurrent book item for Reference Number 4.6. A historical timeline including all workshop materials, previous drafts, as well as final draft guidelines and a comprehensive listing of all comments received and considered is also available online at:

<http://www.catc.ca.gov/programs/sb1/sccp/corridor-plan/>

The 2018 Comprehensive Multimodal Corridor Plan Guidelines provide guidance to Solutions for Congested Corridors Program applicants regarding plan process and content, and to help ensure corridor plans conform to state statutory requirements for this program. The Comprehensive Multimodal Corridor Plan Guidelines will be incorporated by reference into the Solutions for Congested Corridor Program Guidelines as part of the next program guidelines update.

Attachments:

Attachment A: Resolution G-18-50

Attachment B: 2018 Comprehensive Multimodal Corridor Plan Guidelines